OTTAWA FREE TRADER EXTRA.

SPEECH OF MR. WENTWORTH, IMPROVEMENT OF THE WESTERN WATERS Delivered in the House of Representatives,

January 9, 1844. The immediate state of the question before the committee was as follows: Mr. Wise had heretofore offered the follow-

ing modified resolution : Resolved, That so much of the President's the Committee on Commerce." And Mr. THOMASSON of Kentucky had offered

the following modified amendment thereto: Resolved, That so much of the President's message as relates to the improvement of the western rivers and harbors upon the lakes be referred to a select committee of nine members.' And the pending question was on agreeing

to the amendment rs thus modified. Mr. WENTWORTH rose and addressed the committee as follows:

Ma, Chairman : As a representative from a State deeply interested in the improvement of three of the great western rivers, (the Wabash, the Ohio, and the Mississippi,) but from a district more immediately interested in the improvement of the lakes and all the northern frontier waters, I rise to ask a division of the amendment, since I believe the interest of the lakes is perfectly safe in the hands of the Committee on Commerce; and, as an act of courtesy to my friends representing the riparian districts In the fall of the year, many, very many of our of the State, I am willing to give that branch of vessels are driven ashore for the want of lightthe amendment such a direction as may best suit them. Far be it from me to create any invidious discrimination between the interest of the northern frontier waters and those of the Mississippi and its tributaries. All I ask is, that the immediate representatives of each shall control the reference of their respective interests; both of which are common sufferers, and have been for the past five years—ever since the session of '38 and '39, when all appropriations for the West and Northwest, for the improvement of rivers, erection of light houses, construction of harbors, and even for that great and useful national highway, (the Cumberland roads) begun with the plighted faith of the nation to complete it, were denied. The trivial exceptions to this assertion, gleaned by littles here and there, can have no effect upon its extent, when we consider the importance of the matter. All these great and imperative interests of the country have been most outrageously neglected. Too long-altogether too longhave the people of nearly half of our Union, from the disproportion of former representations on this floor, been knocking at the doors of Congress, making just and long-repeated complaints, and demanding their unquestionable deserts. Up to this time, they can scarcely be said to have had admittance, and relief has been administered to them only as crumbs thrown from the windows, as the waste of the prodigality lavished upon our army and navy. Why, sir, during the short time of which I have been sp aking, there has been expended upon our navy alone rising \$30,000,000; and, when you seek for the advantages of all this, I tell you that you may as well seek the tracks

which our ships have left on the ceean.

The President's message has represented our country at peace with all the world. Our flag proudly floats upon every sea, and is respected by every nation upon the habitable globe. On this very floor our navy has been called "a peace establishment," and no man has presumed to contradict it. Now, is all the money demanded for the use of our navy in the estimate of the necessary appropriations of the present fiscal year (\$9,000,000,) requisite to our peace? All through the last war, when the gallant achievements of our navy gladdened every American heart, and won herself unfading laurels, the expenditures never were as high as the estimate for our present period of universal peace. The highest, in 1815, was only \$8,660, 000, and the year before, only \$7,311,000 .-After the war, our naval expenditures went down to \$3,000,000, and in 1822, to \$2,221,-000. During Mr. Adams's administration, the average was three to four millions. Under General Jackson's administration, they were sept below four millions, in accordance with an oft-repeated recommendation of Secretary Woodbury. In 1836, with a plethoric treasury, they began to increase, and have been increase ing over since, until they reach \$9,000,000 by the present estimate. Now, if four millions hat, enough under General Jackson, five and a population increment to keep pace with the the highest sum for which the friends of the improvements of our lakes and rivers ought to Gentlemen have drawn a glowing picture of our splendid navy, and they would give still additional lustre to it. But it is not in a splendid government that the people find the most happiness, nor in splendid armies and navies that they find the most safety. All this can be best secured by legislating for the necessities of the people, and so erecting govern-ment upon their most holy affections, by distributing its blessings equally to every section. navy combines invation that I am opposed to a government; by Luket the necessities of our of being unwilling ... I plead guilty to the charge for mere outward splenar. Nor would I de-tract from the honor justly attact and upon those memorable achievements upon the high seas. which have forever embalmed her in Aperican history. All I have to complain of is, the he has too long been the pet child of the nation no less than 65 hoats were lost from and, like most pet children, she is now inclined to run away with all the patrimony. But I should do injustice to the gallant dead, and to many now alive, (though cruelly almost forgotten in our munificence to those who hazarded their lives in other quarters to defend their country,) and who compose a portion of our western constituents, did I here neglect to state that our usper lakes have furnished theatres (though not quite as many of them) of as much tree valor, patriotic devotion, and hard fighting, as the Atlantic waters. Conspicuous in the an nals of American patriots stand the noble Perry and McDonough. Would to God that the renowned Perry stood in my place to expatiate on the importance of harbors on the takes in a military point of view, and to give his own exerience from the want of them! Think you, hat in case of another rupture between this government and Great Britain, it is our Atlantic frontier that is to be alone exposed to attack-alone liable to be pillaged and burnt? come to a far different conclusion,

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nove descanted at length on what Great Britain is doing for her navy. They could have arous-ed a more praiseworthy emulation had they depicted what England is doing on our Canadian frontier; had they enlarged upon the danger to be apprehended from the creetion of British forts within cannon-shot of several of our important cities; had they warned us to look out for our frade, which she is now endeavoring to secure by the vast sums she is expending in building light-houses and harbors, and in improving the St. Lawrence river, and in enlarging the Welland canal; had they exhibited the cross of St. George supplanting the American stripes and stars: they might have gone farther, and pietured those bloody battles of which our northvestern lakes will assuredly be the scene, if we over again war with our mother country, jealus of our prosperity, and more especially of effects of our example in the extension of ar liberty. With England in possession s great thoroughfare, whence are we to the flour, the pork, and the beef to susarmy and navy? During the last war, Macinge, which commands the outlet lichigan, was taken ere the occupants war was declared; and it was held was restored. Let war again come, ish will strive to retake this fort, pand of Detroit river; and per-Buffalo would fall ere we could

Gentlemen, to excite a spirit of emulation,

poured forth upon our Atlantic sailors; and all very deservedly, so far as I know. But in chivalric enterprise, faithful pers verance, lofty sense of honor and duty, collected spirits amid impending danger and death, our upper-lake seamen have no superiors on this mundane sphere. Mostly born within the roar of these ever-turbulent waters, their first lessons are in braving the storms and tempests, and setting message as relates to the policy of attending to the angry elements at defiance. They sail the lakes and rivers of the West be referred to thousands of miles along an unprotected coast, without light houses, breakwaters, or harbors, with every cloud for boding a wreck. Unlike your Atlantic sailors, they do not rejoice at the sight of land, since it is ever before them .-Their rejoicings are on the opposite extreme. They pray to be beyond the reach of rocks, reefs, and bars, which they seldom are. I could recount some of their daring exploits that would freeze your very heart's blood, could you but see a shadow of their awful reality. Take, for example, the story of the pilot of the burning boat, who stood at the wheel, directing her towards the land, not only until the last passenger had descried her, but until he himself was enveloped in flames, and died a victim to his own high sense of duty. When found, the flesh had burnt from his hands, and the wood from the handles of the wheel; but there were the crisped sinews and the brittle bones grasping the iron, burnt almost to a einder! A no ble example of the sailor's valor!

houses and harbors. But what care our intrepid mariners for this? As soon as the vessel strikes the beach, though thick darkness veils the night; though the gale shatters masts and rigging; though the mountain waves sweep the deck; though the icicles dangle from their clothing-the stout hearted far fallers not; but, tossing what of the cargo he can into the small boat, he tumps aboard, and then, sir, freezes as he tugs at the oar. The tongue of cloquence cannot give reality to such scenes of human suffering-cannot paint the hardihood, the endurance, the intrepidity and devotion of our neglected seamen. I have witnessed many wrecks myself - wrecks not only of vessels and of cargoes, but of human life. And, on the day of my election, when I saw so many of these gallant spirits-monuments of God's sparing mercy-mere fragments, wrecks of men, (though with a sailor's noble heart still beating high within them,) with their canes and crutehes, their cork legs and wooden arms, come up to deposite their vote for me, what else could I do but swear to devote all my energies to an amelioration of their grievances, and to make a just and too long neglected representation of their full deserts on this floor? And when I hear the Atlantic sailor so stoutly praised, who sails about buoys, beacons, breakwaters, wellconstructed hartors and light-houses in the skies, or off in the high seas beyond the reach of rocks, reefs, or beaches, and that, too, under the protection of some of our various government squadrons, I cannot but rise, and, without detracting from the high deserts of the one, call your attention to the long neglected merits of the other. Astonishing as it may appear to this House, these poor fellows, numbering, in the course of

have not even a hospital provided for them, after having had their hospital money regularly deducted from their pay. In their sickness, distress, and want, they are the objects of com mon charity, though they regularly contribute their quota to the hospital fund. This, sir, is the very extreme of cruchy. I have already introduced a resolution inquiring in what manner this money is expended; and, before the close of the session, I hope to present a plan for the crection of such a much needed institution, from the sales of government property in the zens with neglect, but with great eruelly and downright extortion. We have robbed them to get treasures for our navy to filch from us. It is the part of a wise man, when he finds himself unable to meet his liabilities, and bank ruptey impending, to east his eye about for expenses which he can curtail, and for that property which he can keep to the best advantage, and render the most productive of a sinking fund with which to liquidate his debts. We certainly should curtail the estimates for our navy. believe \$5,500,000 would answer every emergency for this branch of our government. And then, sir, the most extravagant demands of the western rivers, including the Cumberland road and the northern frontier waters, would be satished with \$1,000,000 - a sum superior to what all these interests have had within the past five years, whilst \$30,000,000 have been consumed by our payy. The great Mississippi alone washes the worders of seven States and two Territories. A population of 6,000,000 are directly interested in its trade-s trade which has amounted to \$250,000,000 the past season. Over \$100,000,000 (a sum but little less than the annual amount of all our foreign exports) of agricultural products alone have been exported overher bosom, interrupted with bars, snag-, rocks and long rapids, and various other obstructions, within that time. And yet there has been but \$200,000 appropriated to her improvement, and that of her tributaries, embracing a navigation of more than 12,000 miles, in the past of years-\$150,000 last year, and \$50,000 last year before. The average annual losses on stream must reach \$1,000,000; and in one

"pediments to its navigation. than \$2,000 000 in all have been appropriated to this date. The upper Mississippi—by which I mean that part above the mouth of the Mississippi—by which souri—has been almost, is not quite, entirely neglected. This navigable as far up as the mouth of the St. Peters for boats of 150 to 200 tons burden—a distance of 650 miles above the tons burden-a distance of 650 miles above the junction of the Mississippi. And on its bed are to float, on their way to the great southern commercial emperium, not only the vast agricultural products of this fertile region, but the boundwealth of the great copper and lead mines of the north. The principal obstructions to its safe navigation are sandy shoals, sunken logs, impending trees, sawyers, snags, and-what ought especially to be dwelt upon, and what will be the most difficult to overcomeabout 26 miles of rapids. The first are the Des Moines rapids, 180 miles above the Missouri, extending through a distance of a little over ten miles. The second are the Rock Island rapids, 330 miles above the Missouri, extending 144 miles. These rapids are the most important obstructions to the safe navigation of the Mississipply and thether ought the attention of this Congress to be primordially directed. But with a trifling outlay, compared with the mass of mineral and agricultural products which must pass over them every year, all difficulty and danger from them may be entirely obviated. And such improvements would not be local merely, but general; common to nearly balf our country, in which I can imagine but few States where there is no probability of having an inter

est, immediate or remote. I know it is said that the States along their banks should improve the Mississippi and its tributaries. But, have the States the power, under the ordinance of 1787, which makes them public highways? What one State or person might consider an improvement, another State or person might consider an obstruction to the navigation of these streams, which is to be free. It certainly wai not be contended that the Mississippl and its tributaries that bound different States. Yet, once cancede the right in the States to improve them, and it will be difficult to define the extent of the operations which will be undertaken in the name of improvements,-At best, the right of the States to improve (which, in some eyes, may be to obstruct) is very doubtful. It this right exists anywhere, it

to the navy, the richest adulations have been all productive property-of which the United trade direct with St. Louis. Thus the whole cargoes, and our buildings, and own more or States has a great abundance in its public lands, which are now being very slowly sold, and yield but very little revenue. Yes, sir, the once great land fund is fast dwindling into insignificance; but millions upon millions of acres yet remain unsold, from the parsimonious course of the general government in doling out improvements for the western country. People will not settle, from the disculty of getting to market. They read of too much destruction of property, too great a sacrifice of human life on the great western waters, which comparatively a small sum would greatly improve. Again, they are afraid of high taxes. But what has Congress to do with these? it may be asked. Sir, it has much, very much, to do with them. It is Congress itself that is embarrassing the State of Illinois: and I will prove it. - In that State there are no less than 35,235,208 acres. Our minimum valuation is \$3; and, to make up for any that may be reserved from taxes, we will average the whole at that sum, (a liberal estimate) - which will give real estate taxable to the amount of \$105,705,624. That moment, sir, that all this shall be sold long enough to become taxable, the improvements and personal property in general will swell the amount to \$200,000,000, at the smallest computation. A tax of 2 mills on this would yield us an annual revenue of \$100,000. Now, what is the State debt of Illinois! When our arrangements now in progress are completed, (as there is every prospect to believe they soon will be,) the highest estimate is less than \$5,000 000-which would make our annual interest \$300,000; leaving, at 2 mills, assersed for State debt purposes merely, \$100,000 per annum as a sinking fund; which annually would increase with the great increase of our property. This, however, is merely supposititious. Yet it shows our creditors abroad that there is another way for government to help us out of our difficulties than by an unconstitutional assumption. But what are the facts of the case?

The amount now taxable (that is, all that has been sold over five years) is but \$17,241,285 70, not quite one half. The general government is paying interest for money which it ought to derive from the sales of these lands. The State government neglects to pay interest which might be derived from a tax on them. So the calamity is a joint one. Now, the time of selling these lands depends much on the policy of our general government, and there are yet unsold 15,429,901 acres in lilinois alone Now, sir, remove the obstructions to the navigation of our great national thoroughfares -- the common highway to the ocean; complete the Cumberland road as began; grant to that State the quantity of land asked for in the bill introduced by myself this morning, viz: about 500,000 acres, to make her even with Ohio-and you induce emigration there, you give fresh activity to business, and create a demand for lands now dormant. In this way, the money expended not only comes back, but there is enough more comes back with it to help to extinguish our national debt. So, too, the axable property of the State is increased, and both parties are benefitted.

Pursue this policy towards all the western States, and this is what I mean by making the best possible use of your productive capital .-This will fill both our national and our State reasuries. And this is our best means of getting out of debt, or raising our necessary annual revenue-far preferable, in the minds of the great mass of the people, to taxing tea, coffee, and the other necessaries of life. Let the friends of assumption-those who talk so much about the western States becoming honest-join the West in carrying out these views, and our States would be paying interest immediately.

I have thus shown, sir, how this money is to be got; and it would be for the national advantage thus to get, as it certainly would be thus to expend it. Having said thus much, no man can accuse me of being inimical to the improve-ment of the rivers, or the completion of the travellers, and not taken account of at our ports,

Cumberland road. I now come to the main branch of my proposition, which is to divide the amendment. In the first place, sir, I will state, that I am not friendly to a special committee to take charge of any branch of this subject; because a select committee is always understood to be appointed with reference to a favorable report upon some over eight hundred miles, (embracing a coast of specific object, and therefore never has the veight in is recommendation that a standing committee does. I have confidence that the Committee on Commerce will do us justice; and and it is a good maxim to "let well enough But, if the more immediate friends of the river interest, who represent territory contiguous to any of our great weste n rivers, wish that interest referred to a select committee, (as I believe they do.) I certainly shall vote with them as an act of courtesy which I want all my northern friends to yield to them. Yet, whilst we are willing that they should be the guardians of their own peculiar sectional interests, and have their select committee, we must claim the right of overlooking our own interests, and having our lakes referred to the Committee on Commerce, as they always have been, and as it is for their interest now to be. On this ground, sir, I must urge a division of the proposition; and, much as I am inclined to gratify my Mississippi river friends, I can never vote for the proposition in its present shape. As an act of courtesy to those gentlemen, I am willing to send their interests to any committee perfectly safe—that exact justice would be them with the Commerce Committee. But they ask too much when they ask to have the lake interests taken with them. Sir. I have been opposed, all my life, to any log

rolling system of legislation, which has been calamitous whenever adopted. I never can consent to see one great measure yoked to another for the purpose of gaining strength. It is a poor design that en not stand on its own intrinsic merits. Both these great cardinal propositions of improvement have merits of their order and upon them let each stand. In the hands of the Commerce Committee the lake inference are safe. From the composition of that committee, they could not be otherwise. Why, then take them away from their usual place of reletence? It is unkind thus to ask us to exchange a certainty for an uncertainty. For one, sir, I never will consent to jeopard in the least the great interests of the upper lakes, which I the me climinediately represent on this floor, by verfor the proposed reference, whilst my contained in the proper standing committee is so unimited that I know not where to look for a more favorable report. I watched the announcement of the committees with the greatest anxiety; and the moment I heard the names of this committee, my hopes were bright, and they have become brighter still from subse-

I would be less strenuous in this matter, as my anxiety to act with my western friends in all cases is very great, were not the claims of the northern frontier, embracing an extent of 2,000 miles and a lake coast of 5,000, so pressing. All the expenditures for lake improvements will not reach two and a half millions, whilst the expense of the Delaware breakwater alone has been three millions. The policy of protecting the Atlantic coast, originating with the first session of the American Congress, has been continued down to the present time; and I am at a loss to get at the precise amount of the millions upon millions which have been expended for buoys, beacons, lighthouses, breakwaters, and harbors there. I know that some make a distinction between the trade in that direction and ours, by calling one external, and the other States have a right to erect toll bridges over the interfal. But, sir, is that commerce more entitled to the name of califoral that goes from Boston, New York, or any other Atlantic city, to the old world, than that which goes from Chicago, Detroit, Cleveland, or Buffalo, through the Welland canal and the St. Lawrence river! I am sorry I have not the statistics of this portion of our foreign trade, to present to you; but I will collect them, and have them ready for certainly does in the general government; and to that government I now present its claims, which are just and paramount, demanded by who have regarded the lake trade as internal

western and northern trade is fast gaining a oreign nature, and is entitled to all the protection of that emanating from the Atlantic cities, even though internal commerce were entitled to no protection, which I deny. Look to the history of our lake trade; and let the past be some indication of the future. In 1796 the American flag was first hoisted on Lake Erie, on board a small schooner of 70 tons .in 1819, on Lake Erie, which now has 65, the first steamboat (Walk-in-the water) made its appearance, and made a trip to Macinac, to carry up the goods of the American Fur Company, and annually made her "long and arduous voyage" to this Ultima Thule of American navigation, until she was wrecked on the beach near Buffalo, in the month of November, 1821. With the greatest difficulty her place was supplied by the steamboat Superior, which has since been altered over into a small sail vessel -a pitiful contrast with the mighty Great Western, Illinois, or Wisconsin. But, in those days, I have no doubt the captains of the Walkin-the-water and Superior strutted the deck prouder of the extent and greatness of their command, than now do my weather worn and popular friends, Captains Walker, Blake, and Randall, now making their four-day trips from Buffalo to what were then parts unknown .-And those very straits, which were then visited but once a year by a steamboat, now have one every day. In 1826, steamboats first made their appearance on Lake Michigan on a pleasure excursion to Green Bay. In 1832, the necessities of the government, during the Black Hawk war, compelled the first steamboat to make a trip to what is now the great granary of the West-the garden city, "urbs in horto, where I have the honor to reside-a city not set on a-hill, yet it will never be hid-a city this moment holding out greater inducements for investments in real estate than any in this broad country-a city that will one day alone have a member on this floor; and this, more than one person now alive will live to see. In that year 1832,) the first frame building was erected .-The next, Chicago was first laid out into lots. And, during this year, (1833,) there were but eleven steamboats on Lake Erie, and only three trips were made into Lake Michigan, one to Green Bay, and two to Chicago, when the erection of the first brick house was celebrated. In 1834, there were but eighteen boats in all on the lakes, making in the year two arrivals at Chicago and three at Green Bay. In 1836, the year of my first arrival in the State, the prairie fires overran what now composes the principal that time, can be best estimated from the foilowing statistics:

Exports.

\$1,000 64; 1836, 11,065 00 | 1837, 16,041 75 | 1838, 33,843 00 1839 630,980 26 228 635 74 1840, 348,362 24 1811, 564 347 88 659,305 20 1842, 1,008,207 00 1843, 1,433,886 00 The amount of tonnage employed in the Chicago trade the past season is 1.826.950.— Thus you see that the trade of Chicago alone, to say nothing of the value of the carrying vessels exposes to the peril of the lakes two and a half millious. And there is the trade of Green Bay, Milwaukie, Racine, Southport, Littlefort, Michigan city, St. Joseph, mouth of the Kala-mazoo, Grand Haven, Muskegon, and other points, which will swell the amount as much more, to five millions. I here make no allowance for smuggling, which is extensively car-ried on, for the want of a port of entry at Chicago, and which I have every confidence the present Congress will establish. To this, add the value of the shipping exposed, during the year, and \$10,000,000 is a low estimate for the amount of property exposed on Lake Michigan alone during the year. Then consider the vast number of human lives (seamen and passengers) continually in jeopardy, and the importance of good harbors and light-houses will be manifest. From Detroit to the head of Lake Michigan, over two thousand miles,) there has not been the first harbor completed. Harbers had been begun at Chicago, Michigan city, and St. Joseph, but were abandoned, with all session of 1838 and '39. And in 1810, insult was added to injury, by selling out our implements. Our parily-constructed works were thus permitted to decay, until the last session, when my much respected friend, the delegate from Wisconsin, got an appropriation for three towns in the Territory through this body; which was amended in the Senate so as to give Milwaukie \$30,000, and Chicago and St. Joseph \$25,000 each; and in that amendment this House concurred. So, after waiting patiently five years, Lake Michigan got \$80,000, in addition to the \$469,447, which is the whole sum she has ever received; whilst, in ten years, there has been lost in her navigation all of \$1 500 .-000 or \$150,000 per annum; one hundred and fifty lives, or fifteen per cent. per annum; and one hundred and twenty five vessels, or twelve and a half per cent. per annum. And insurance is from thirty to forty per cent. higher than on Lake Erie or Ontario, where there are harbors. Save this \$80,000 for Lake Michigan, there have been no appropriations for any lake har-bors since the session of 1838 and 1839, though they are much needed by other lakes besides Michigan; but I leave them in the hands of their more immediate representatives, who are better able to portray their necessities. From 1825 to 1838, government extended its fostering care over the harbors, and gave them more or less appropriations. Why should the old policy, so provident of property and life, so just, so necessary, at this late day, be exchanged?

The lake trade the past year must have reached \$100,000,000, as it was \$\$7,000,000 last year. And twenty-five new vessels have been built with a tonnage of 3,212 tons, and cost of \$241,340. An annual appropriation of \$300,000-which could be clipped from our navy and army without being telt-for three years, would be abundant for all our wishes, and would save that sum in six years. In these appropriations, rising 7,000,000 people are directly interested. Yes, sir, the riporian counties alone make up 1,200,000.

I fondly hope that soon the all-important canal around the Sault Ste. Marie (co-ting, as the Secretary of War informs me, only \$100,000) will be completed, & then the fourpouring of the vast wealth of the Lake Superior country will give additional value to the already great and increasing north western trade. Now sir, as one of the representatives of this vital interest of, our common country, with my present favorable opinion of the Committee of Commerce, I cannot vote to take it away from them; and I hope no friend will entertain such a proposition for a moment. To them it legitimately belongs; and to them, in behalf of its friends, I ask to have it go.

It is objected to the committee that there is to man upon it favorable to western interests Where is the gentleman from the Detroit district, Michigan? [Mr. McClelland.] His constituents are directly interested in the construction of harbors, erection of light houses, and in improving every channel of northwestern trade. Where is the gentleman from the Erie district, Penusylvania! [Mr. Reed.] He resides at an important commercial point, and has a fortune invested in storchouses and steamboats upon the upper lakes. He has a great personal interest blended with that of his constituents .-Where is the gentleman from the Ogdensburg district, New York? [Mr. King.] He resides directly on the St. Lawrence, which many are striving to make the great outlet of the Mississippi Valley, not only directly through Canada to Liverpool, but directly to Boston, by contemplated railroads, via. Lake Champlain. It is a fact almost too notorious to be repeated,

that, upon the completion of the Illinois canal,

the inhabitants upon both sides of the St. Law-

rence exceept to open trade with the very heart

less of our lands. They buy our products, and we their merchandise. Where is the gentleman from New Orleans? [Mr. Labranche.] He stands in the same attitude to the southwest that the gentlemen from New York and Boston do to the northwest. Indeed, as far north as Chicago, merchants go to New Orleans for Sugars and melasses and the consistence of the Chicago, merchants and the consistence of the chains of John C. Californ for the Presidency, speaks in the following strong and earnest language in regard to the unanimity of the democratic party in favor of Chicago, merchants go to New Orleans for Martin Van Buren for President. sugars and molasses, and the opening of the Illinois and Michigan canal will make the trade of these two points more direct and profitable. Here are six of the committee, their residences; and I have alluded to them to show that, representing as they do great commercial points, seeking and expecting more or less aid from every facility given to the outlet of western products to the ocean, they would be resources of each individual part, for the benefit of the whole confederacy. The favora-ble views of the chairman [Mr. Holmes] we have already had on this floor; and the other two members [Mr. Hale of New Hampshire, and Mr Dunlap of Maine | I know to be men of enlarged and liberal opinions; and most heartily will I risk our measures in their hands.

With these views of the safety of the lake interest, whilst intrusted to the usual standing committee, I beg of our Mississippi river friends to let us take the ordinary course; at the same time assuring them that, in courtesy to them, I will support a reference of their interests to whatsoever committee they may choose.

Having now done with the main question, the

House will pardon me for making a statement

in relation to a work of the highest importance

which are concentrated the determinations, the

hopes, and the interests of the people of our

to our whole Union, and in the completion of

State. I allude to the long agitated enterprise of connecting the waters of the Gulf of Mexico with those of the Atlantic ocean, the St. Lawrence with the Mississippi, the East with the West, the North with the South, the manufacturing with the agricultural States, uniting the two great channels of trade so as to form one continued line of internal pavigation of over 3,000 miles, extending through every diversity of climate, business, and soil-I mean the Illinois and Michigan canal. And I wish to repel some imputations cast upon the political integrity of my State, with reference to the ne gotiation now pending. It has been insinuated that the dominant party there are in danger from British gold. Sir, this British gold, if it part of two of our wards. Its growth, since ever comes, is of the people's own seeking, without distinction of party. Politics have never been thought of; and the appointment of Governor Davis was a mere accident, yet a lucky one. He was appointed by respectable citizens of Boston, and he had been some time 579,174 61 on duty in our State before the British bondholders knew who had been appointed; and 562,106 20 perhaps the news has not reached them yet .-The dominant parcy sent their own commis-664 347 88 signers to England, and the bondholders accept of their proposition if the securities are good; and they appoint Hon. Abbott Lawrence (he being in England) to look into the matter; but upon his declining, they select him and two other citizhns of Boston to agree upon an agent. These men send out Governor Davis, not for political, but purely business purposes; and it is a fortunate selection; since, if one party make the arrangement, and another approve of it, it shows that there is no party bias in the matter, and that, let parties fluctuate as they may, there is stability, permanency, aye, inviolability, in the contract with the State and the bondholders. Let my political friends enter-tain no fears for Illinois. Would that I could raise her pecuniary integrity on a level with her political. In this latter respect, she has been tried, and never found wanting. No State in the Union, since her admission, and for the last five presidential elections especially, exhibited so much consistency in casting her electoral vote; and that consister cy will still be preserved. As I have from the beginning been the unequivocal and uncompromising opponent of all the ban't suspension laws, all the stay laws, and all the log-rolling schemes that have tended to ruin the credit of our State abroad, I might properly speak of various ineffectual plans to swerve her from her integrity. and their political origin. But I wish to have this whole matter kept aloof from politics. I now take my State as I find her, and make no criminations. She is deeply in debt, and patriotism can best be displayed in divising means to get her out, rather than in censuring those who got her in. Should John Davis contribute in any measure to this grand consummation, why, we skall give credit to whom credit is due, without the least political feeling. This is my doctrine, and also that of all the Illinois people. We fear not the effects of British gold, and repel all instantations that our integrity is in danger. Sir, we have now but one desire, one end, one aim; and that is, to regain our credit as an honest State-as an inter est paying, if not a debt paying State. One year ago, sir, Illinois was greaning under a debt of 14,500,000. But she did not dispair-By winding up her banks she reduced it \$3,100,000

> \$10,420,000 Leaving \$4,080 000 for us to pay. At the worst, it cannot exceed \$5,000,000. And I would assume that as the maximum upon which, by the law of our next legislature, we wish to commence paying interest. Within the last two days, I have received a petition from non-resident landholders in Illinois to the amount of \$1,000,000, praying our next legislature to assess a tax to mest our interest; and I have not a doubt but it will be granted to some extent. Were our lands all taxable, we could do this with ease. Hence we wish Government to pursue that liberal policy towards us, which will cause a speedy market for those 15,500,000 acres of unsold lands, and so benefit itself whilst benefitting us. We take courage, however, since our list of taxable

By settlement with McAllester and

By sale of internal improvement

By the canal arrangement depending

property on hand (estimated)

on the report of Gov. Davis

Stebbins

lands is fast increasing; as those sold in 1839 amounted to 335,553,00 437, 404, 20 1843 (to 30th September) 269.921.14 The improvement of our harbors and rivers

the completion of the Cumberland road, with the donation of land to which we are entitled to make us even with Ohio, would hurry sales for most of our other lands. And I am informed that several thousand Englishmen are preparing to emigrate to the West in the spring, with money averaging to each \$2,500. Much however, will depend on the course of this Congress. But, without any governmental aid, Illinois will never repudiate a mill of her publie debt, but will struggle on as well as she can under her mountain load of misfortunes. are poor, but thank God we are honest. Incorcoming to buy us until the overt act. The young men of lilinois expect, in their day, to see her out of debt; and they are all bent on paying interest, to some extent immediately; and that extent depends much, very much, on the action of this Congre s; and I may say the same of Indiana, Michigan, and other western indebted States. In these views, I believe all my colleagues, and a'l our respective constituents, and all the West concur. We have a pride in having our State solvent once more, and paying every cent of her habilities with out any legal quibtles or dishonorable compro-prises. And a glorious consummation will that be for us all. For one, when it arrives, I would say, with the good man of old, "Lord, now lettest thou thy servant depart in peace, for mine eyes have seen our solvation." Bir I

UNANIMITY OF THE DEMOCRATIC PARTY. A writer-in the Richmond Enquirer, on arde advocate of the claims of John C. Colhor

"The Baltimore Convention, so fat as the nomination of a candidate for the Presidency is concerned, will be a mere cypher. That with nomination has already been made, and by 'a greater' than the Baltimore Convention. From Maine to Louisiana, from Illinois to the Atlantic, the thunder-tongued voice of the De-mocracy has proclaimed MARTIN VAN BURRN recreant to themselves and recreant to their constituents, if they neglected to favor our great measures, which tend to one great and ed, true-hearted Democrat will deny the truth common interest - the better development of the of this assertion. It matters not how that preference is manifested; it is sufficient if we know that it exists. This preference is not the result of intrigue and management, as has been alleged; it is too wide-spread, too determined, too enthusiastic. I believe that the friends of Mr. Van Buren are as free from the charges of intrigue and management, as the supporters of either of the candidates. Even in those States and sections where a preference for some other individual is found to exist, we find, that in many instances Mr. Van Buren is the second choice. This is like the decision of the Greek Generals, after the battle of Salamis. Each gave the first vote to himself in awarding the prize of valor: whilst every one gave the second suffrage to Themistocles. This was considered tantamount to a general election, and the prize was adjudged to Themistocles."

MISERY IN THE MIDST OF WRALTH .- Thurow Weed, in one of his letters from London, portrays the following scene of wretchedness. povercy, and death, in Regent street, London.

He says: "In walking up Regent street yesterday, I witnessed a scene of anguish new to me, but not so to those better acquainted with the abodes of destitution. Observing a crowd gathering upon the opposite side of the street, crossed over and saw an infant that had just breathed its last in the arms of its mother, who had been sitting or standing all day in that street, endeavoring to sell matches. The child died for the want of food and nourishment, and the mother, who was still pressing her dead infant to her, was a picture of destitution and despair. There was scarcely strength enough in her trembling limbs to bear her into an apothecary's shop, where the restoratives tried in vain upon the child were needed by the fainting mother. The poor woman by her language and deportment, excited much sympathy. She was evidently in a greatly debilitated state from the want of food: She had only received two and a half pence for matches in two days, and had no other means of support.

Regent street, where this mother and child sat starving, cazzles the eye and bewilders the imagination with its wealth and magnificence. The mines of Potosi and the treasures of Golconda seem to have been poured into the luxurious lan of Regent street. But amid all ite wealth and luxury, a mother toiled in vain for the coarse food that would enable her to give nourishment to a dying infant! And thus is human life in this city painfully diversified."

In the above sketch there is an exemplification of the effects of the bank and tariff polcy of the whigs. Let it be remembered that England has her mammoth national bank and protective tariff, and that those who would engraft them upon our free institutions ere pursuing a policy that will make the rich richer, and doom the laboring masses to want and wretchedness.

RANDOLPH'S PERSONAL APPEARANCE. 'He used to enter the House booted and spurred, with whip in hand, a few moments after it had come to order, and appeared to be desirous of attracting the attention of the members, by his loud salutation of some of his favored friends, to the fact of his presence. In the winter he was enveloped in a long lionskin surtout, and on entering the hall his face was nearly buried in a fur cap. He would sometimes stop short in the middle aisle, and if he found any one up he did not care to listen to, he would abruptly turn on his heel and go out. The reporter of the Intelligencer, in the winter of 1820, took a sketch of him in that uncouth and ludicrous figure, with nothing visible but his two legs protruding out below, with his mouth, nose, and eyes, and with head erect, as if reconnoitering. It was one of the best likenesses ever hit off. He had a vast number of them printed, and kept beside him in his seat, to dispose of to the members. and although he sold scores of them daily for the balance of the session, the fact was kept a secret from the original, while the members enjoyed the joke occasioned by this caricature.'

HENRY CLAY never was and never can be the choice of the American people. And to prove it we will hastily review his political history for

the last 20 years.
1. Because in 1824, when Jackson, Adams at Clay were candidates for the Presidency, Clay received but 37 out of 261 electorial votes.

2. Because in 1828, the rotten league between John Quincy Adams and Henry Clay, was

beaten by Andrew Jackson 200,000 votes. 3. Because in 1832, when Clay was the regu lar nominee of the Federal National Convenin the electorial college BE RECEIVED ONLY 49

our or 200 electorial votes.

4. Because in 1836, he again made a desperate effort to be taken up, but his friends were afrais

to try him. 5. Because in 1839, he AGAIN TRIED to force himself upon the Baltimore Convention, and was cast aside in disgust.

6. Because since the federal party have ar nounced their determination to make Clay their candidate in '44, THOUSANDS AND THOU-SANDS OF GOOD MEN and true, have left the federal party and railied round the glorious flag of democracy.-[Mt Ver. (O) Banner.

OGLE'S LYING SPEECH.

The whigs lately put up the relations of the late Mr. Ugle, of Pa., to prosecute the editor of the Bedford (Pa.) Gazette for his comments of the Bedford (Pa.) Gazette for his comments on Ogle's dying confession relative to his famous speech. In Pennsylvania, it is only necessary to prove the publication where one speaks evil of the dead. The truth cannot be given in evidence, as in Illinois. The truth has taken place and the editor gives the following result:

In the trial we (as an honorable man would) admitted the publication—the Court, however, in accordance with the law of libel, rejected all evidence touching the TRUTH or FALSITY of the article, so that the verdict of the jury had nothing whatever to do with this part of the matter!—a fact that ought not to be forgotten!!

Conviction followed our admission as a matter of course—and we were sentenced to pay the cost of Prosecution, (amounting to \$10.) and a FINE of \$20., which face, it will no doubt be gratifying to the coons to lorn has since been remissed by the Executive of Pennsylvania—and our friends have even refused to let us PAT.

THE COSTS out of our own pocket. THE COSTS out of our own instancing it monstrance to the contrary netwithstancing it The Counsel for the Prosecution consists some eight or ten lawyers, (or used such,) whilst the defence consists and contrary with the defence consists and contrary with the defence contrary contrary contrary.

by JOSHUA F. COX. E.